

# **STRINGFELLOW ROAD CITIZEN** **INFORMATION MEETING** **PUBLIC FEEDBACK**

---

## **RESULTS FROM QUESTIONNAIRE** **99 responses as of Wednesday, June 16, 2006,** **plus CIM flip chart comments, FCPS, & FCPA comments**

NOTE: Not all respondents answered all questions, and some respondents wrote a letter rather than completing the questionnaire. Thus, not all numbers will “total” when added up. The data below represents a summary of the responses received. The original comment sheets, letters, and emails are on file at the VDOT Arlington/Fairfax Preliminary Engineering office.

Also, a flip chart was provided at the Citizen Information Meeting for concerned citizens to provide comments in a format where others could read them. Those comments are included below, with a note in italics as to their origin.

---

## **Stringfellow Road Widening Project Questionnaire:**

A roadway *Typical Section* is a “slice” of the roadway showing such things as the lane configuration and widths, pedestrian facilities, etc. as they appear on a typical section of the roadway. Two alternative typical sections are being presented for Stringfellow Road for your comments:

**One typical section does not have bike lanes, and the other typical section does have bike lanes.** Both typical sections will have four travel lanes divided by a raised grass median, curb and gutter, a 5 ft concrete sidewalk on the west side and a 10 ft shared-use asphalt path on the east side. The difference in one typical section is the addition of 4 ft wide designated on-road bicycle lanes.

---

### **1. Do you live along the corridor or do you commute along the corridor?**

Resident	<b>33</b>	Commuter	<b>11</b>
Springfield District	<b>15</b>		
Sully District	<b>51</b>		

---

**2. On-road bicycle lanes will require an additional 4 ft of pavement on each side of the road, with the added impacts on right of way (state-acquired land) and costs for an 8 ft wider section. How important is it to provide for on-road bike lanes?**

(77 total responses)

<b>Not important</b>	<b>57</b>	<b>(73%)</b>
<b>Moderately important</b>	<b>9</b>	<b>(12%)</b>
<b>Very important</b>	<b>12</b>	<b>(15%)</b>

---

**3. Both typical sections (with and without bike lanes) provide for a 5 ft. wide concrete sidewalk and a 10 ft wide asphalt shared-use path (for walkers, recreational bikers, strollers, rollerbladers, etc.). Does this adequately address the needs for pedestrians and other users?**

(77 total responses)

<b>Yes</b>	<b>70</b>	<b>(90%)</b>
<b>No</b>	<b>8</b>	<b>(10%)</b>

---

**4. VDOT often learns about family cemeteries, Specimen Trees, local historically unique sites, environmentally significant sites and other places of interest from residents along the corridor. Do you know of any sites that are unique or of importance to the community that you can tell us about?**

- Poplar Tree Park and the stream that runs through it
  - Greenbriar Community Center
  - Ball fields
  - Civil War battles fought in area
  - Rocky Run stream
-

5. VDOT tries to balance the needs of often competing interests when designing roads. Please rank the following issues in importance to you, with 1 being most important.

*(First number indicates relative score, ranking indicated in parentheses.)*

Reducing accidents	159 - ( <u>first</u> in importance)
Relieving congestion	178 - ( <u># 2</u> in importance)
Minimizing right of way impacts	206 - ( <u># 3</u> in importance)
Preserving the environment	231 - ( <u># 4</u> in importance)
School access	251- ( <u># 5</u> in importance)
Increasing pedestrian facilities	258 - ( <u># 6</u> in importance)
Park access	271 - ( <u>last</u> in importance)

---

1. Do you prefer the typical section WITH bike lanes or WITHOUT bike lanes.

WITH bike lanes

WITHOUT bike lanes

12 (19%)

49 (81%)

---

## **Additional Comments:**

### **BICYCLE & PEDESTRIAN ISSUES**

1. The proposed bike facilities don't account for "true bicycle commuters", to whom speed is most important.
2. A separate bike lane is needed for "serious bikers".
3. Multi-use paths are not safe because there are not "rules of the road"; on-road bike lanes must obey traffic laws.
4. A 5' sidewalk on each side of the road is all that is needed.
5. We don't need three options (sidewalk + shared use path + sidewalk); two are enough.
6. Connect trails & bike lanes for cyclists.
7. A pedestrian tunnel is needed under Stringfellow Road.
8. Traffic controls for bike crossings are needed.
9. Build this project soon, with bike trails.
10. Bus shelters are needed.
11. We support a 5' sidewalk and a 10' trail.
12. Need to connect parks and trails on the east and west sides of Stringfellow with a bridge
13. Provide trails for cyclists and pedestrians.
14. Connect existing paths with parks.
15. Minimize road width and right-of-way impacts – do not build bike lanes!
16. Build two 10' multi-use trails and no bike lanes.
17. Paint stripe on shared-use path for safety.
18. On-road bike lanes are dangerous – cars will use them to pass on right when road is congested.
19. Need a 10' asphalt trail on both sides.
20. Place sidewalk well away from roadway for safety reasons.
21. Provide adequate buffers between roadway and bike/ped facilities.
22. Very few cyclists in the area – a 10' trail is fine.
23. Bike trails will negatively impact my property – the county will need to buy my house at fair market value
24. Maintain existing bike path.
25. Separate bike trail from roadway, preferably with barriers.
26. Provide 10' wide trail from Chantilly HS to Fair Lakes Pkwy.
27. Need to allow school children to cross road safely.
28. Provide safe sidewalks to & from schools.
29. Connect parking lots @ Greenbriar Park and Greenbriar Community Center in order to minimize entrances to Stringfellow. Keep Melville entrance and make Stringfellow entrance right-in/right-out only.
30. Provide pedestrian underpass or x-walk w/ lights at Big Rocky Run Trail. (This has been done on Braddock Rd. @ Accotink Creek.)
31. How will children get to Rocky Run Middle School?
32. There are very few bikes on the existing trail or on Stringfellow Road (40 max on weekends.)
33. Bike lanes are definitely not necessary.
34. Existing bike/pedestrian facilities are more than adequate. I counted 27 bikes using the path

35. Bike paths are not needed at all.
36. Very few cyclists use existing path.
37. There is no need for on-road bike lanes.
38. Many people cross street while walking to & from ball fields on weekends.
39. Pedestrian improvements are needed at the intersection of Rte 50 and Stringfellow Road.
40. Track team uses the trail (*from CIM flip chart*)

### **ENTRANCES, & NEIGHBORHOOD ACCESS ISSUES**

1. Give priority to the needs of residents rather than commuters.
2. Consider access to Greenbriar and Poplar Tree neighborhoods.
3. Don't use Greenbriar subdivision streets as a detour during construction.
4. Do not allow access to parks via side streets, access needs to be off Stringfellow Road.
5. Limit cut-through traffic in neighborhoods.
6. Post "No Construction Traffic" signs on neighborhood streets.
7. Connect parking lots at schools, ball fields, and library to allow only one access point on to Stringfellow Rd.
8. Stringfellow Road should serve residents, not commuters.
9. Don't allow cut-through traffic @ Poplar Tree Estates.
10. We support the construction of a raised median north of Melville Rd.
11. Provide streetlights at intersections.
12. Re-configure intersection of Poplar Tree & Stringfellow Roads.
13. Configure road to minimize school bus back-ups at Poplar Tree Rd/Rocky Run MS
14. Safety should be foremost for this project.
15. Move entrance to Shenandoah Crossing apartments further south to avoid traffic conflicts.
16. Middle school access/lot circulation (Rocky Run M.S.) (*from CIM flip chart*)
17. 50 new single family homes coming in on Poplar Tree Road, west of Stringfellow Rd. (*from CIM flip chart*)
18. North(bound) and South(bound) access at parks and community center (*from CIM flip chart*)
19. Greenbriar Park access off Melville? (*from CIM flip chart*)
20. Guard rail considered where properties are below grade? (*from CIM flip chart*)

## **TRAFFIC SIGNALS & TURN LANES**

1. Provide turn lanes into neighborhoods, parks, schools, etc.
2. Allow left turns into parks.
3. Provide left turn lanes out of Greenbriar, Poplar Tree, and Melville lanes
4. Construct frontage road to connect parking lots at Greenbriar Community Center and FCPA parks between Melville and Point Pleasant Roads, and then construct a single entrance on to Stringfellow Rd. w/ right & left turn lanes.
5. Strongly in favor of left turn lane on to Poplar Tree Road.
6. Provide left turn lane at Stream Valley Drive.
7. Construct left turn lane into existing Rocky Run MS and eliminate the proposed raised median.
8. Existing lights are timed incorrectly
9. Signals will be needed at park entrances.
10. Examine signal timing along the corridor.
11. Ensure that Point Pleasant, Melville, and Poplar Tree roads all have long green times at signals.
12. Allow left turn into Rocky Run Middle School.
13. Restrict right-on-red at Chantilly HS entrance.
14. Traffic counts are not typical for area due to high off-peak hour volumes at ball fields.
15. Re-time lights along Stringfellow.
16. Prohibit U-turns at Poplar Tree Lane. If left turns at Rocky Run MS are prohibited by a new median, then parents will make a U-turn at Poplar Tree Lane to enter school.
17. Do not allow left turns into Rocky Run MS parking lot.
18. Add dedicated right turn lane from NB Stringfellow on to EB Rte 50. NB Stringfellow would have two dedicated LTL's, one thru lane, and one dedicated RTL.
19. Traffic signals at Poplar Tree and Greenbriar Parks for left turns out of parks. Include # of lanes, inc. variability of auto movement and ability to make left turn out of parks. (*from CIM flip chart*)
20. Please consider dedicated left-turn signal from Poplar Tree westbound on to Stringfellow southbound. (*from CIM flip chart*)

## **RIGHT OF WAY**

1. A 16' median is too wide and takes up too much land.
2. Minimize road width and right-of-way impacts – do not build bike lanes!
3. Bike trails will negatively impact my property – the county will need to buy by house at fair market value
4. Eliminate median and build road as a four-lane undivided roadway.
5. Minimize right-of-way impacts to Greenbriar.
6. Eliminate median to minimize ROW impacts.
7. Eliminate wide paths, bike lanes, and wide median to reduce property impacts.
8. Move centerline 10' – 25' to the east so that impacts are to schools, parks, and utilities rather than to private homes.
9. Shift alignment of road to the east at the curve near Chantilly HS in order to avoid impacts to homes on the west side of the road.
10. Use 6' to 8' median instead of 16'.

## **LANDSCAPING & AESTHETICS**

1. Provide landscaping on the project.
2. Use rusticated guard rail rather than galvanized.
3. Landscaping should be provided on the project.
4. Provide landscaping.
5. Use trees and shrubs instead of sound walls.
6. Provide landscaping and visual screening.
7. Utilities should be placed underground.
8. Landscape in medians (*from CIM flip chart*)
9. Utilities undergrounded? (*from CIM flip chart*)

## **TIMING OF PROJECT**

1. HURRY UP with this project!
2. Start project ASAP!
3. We strongly support the project!
4. Build this project soon!
5. This project is long overdue.
6. This project should be built sooner!
7. START TODAY!!!
8. Widening Stringfellow, if done correctly, will improve our family's quality of life more than any other single thing the government can do.

## **SPEED LIMITS & SPEEDING**

1. There is currently no speed enforcement on Stringfellow Road.
2. Keep posted speed limit at 35 mph.
3. Keep speed limit at 35.
4. Keep speed limit @ 35 mph.
5. Keep 35 mph speed limit.
6. Keep speed limit at 35 mph.
7. Concerns of increasing 35mph speed limit to 40 mph. (*from CIM flip chart*)

## **NOISE ABATEMENT**

1. Sound walls are needed all along this corridor.
2. We are strongly opposed to sound walls
3. Use trees and shrubs instead of sound walls.
4. Provide sound walls.
5. Do not construct sound walls.
6. Sound wall – safety structure? Accident data – fence to collisions? (*from CIM flip chart*)

## **ENVIRONMENT**

1. Work w/ FCPA to provide innovative storm water management solutions.
2. Move SWM pond to the east to avoid impacts to the path at Frog Branch Stream Valley park and to preserve trees.
3. Consider air and noise pollution.
4. Deep SWM pond rather than wide ponds to minimize destroying wooded areas (*from CIM flip chart*)
5. Pipeline relocation? Water? Verizon? (Rock – seismic activity observed) (*from CIM flip chart*)

## **PARKS**

1. VDOT should coordinate with schools, parks, and local government.
2. Provide both NB and SB access to Greenbriar Park.
3. Involve parks and schools in road design.
4. Connect Greenbriar ball field with Melville Lane.

## **PUBLIC INVOLVEMENT**

1. Publicly post all CIM comments.
  2. Please post CIM comments on web site.
-



## **Fairfax County Park Authority Comments**

### **SUMMARY RECOMMENDATIONS**

1. Purchase all land needed for road improvements, utility relocation and drainage, rather than request easements on parkland.
2. Provide replacement parkland of equal market and resource value as identified by the Park Authority.
3. Provide a bridge crossing of Rocky Run in order to accommodate a pedestrian trail and wildlife passage beneath.
4. Consider redesign of the existing storm water management pond on the Chantilly Library site as an alternative to new pond at Frog Branch Park.
5. Redesign existing gravel parking lots at Poplar Tree and Greenbriar Parks as porous-paver systems to accommodate storm water management as opposed to constructing new ponds. If new ponds are proposed, design them to be aesthetically pleasing and for wildlife habitat.
6. Provide paved apron and driveway entrance to Greenbriar to include double turn lanes for safe exit (one right-only, the other left-only).
7. Provide a signalized entrance to Greenbriar Park to include left turn lanes and a pedestrian crosswalk.
8. Provide eight-foot wide paved trails on both sides of Stringfellow Road along its entire length.
9. Relocate and rebuild trails and pedestrian bridges as necessary to maintain a comprehensive trail system.
10. Provide replacement parking for parking areas to be disturbed.
11. Plant trees in Greenbriar Park adjacent to Stringfellow Road for screening purposes.
12. Consult the Virginia Natural Heritage Program concerning protection of Diabase Flatwoods.
13. Consult Fairfax County Stormwater Planning Division for protection of streams on parklands.
14. Consult with the Park Authority's Cultural Resource Management Branch during development of archaeological studies.
15. Provide the Park Authority with updated plans as VDOT develops them so we may submit additional comments.

---

### **Fairfax County Fire & Rescue**

- Stringfellow Road is a major response route for three fire stations in the western central part of Fairfax County, and response times in the area are already difficult to achieve during peak traffic. The Department supports the widening of the road as designed; however, every effort needs to be made to allow continued access to fire and EMS equipment. Road closure at any time would severely impact service delivery and emergency operations.
  - If there are any changes to fire hydrant locations or outages, the Department must be kept apprised by daily or weekly notification.
  - No shoulder passing should be allowed during the construction due to the high congestion areas involved. It would be optimal if the project efforts could keep a road shoulder open as much as possible so that apparatus can get around traffic.
  - Stringfellow Road is a major response route with two public schools along the proposed construction zone. Due to the potential for a high-risk incident involving a large number of individuals, any construction must allow for continuous flow of large scale apparatus. During rush hour and peak times associated with school start and stop times, traffic is already very congested and response times are negatively impacted., Therefore every effort must be made to ensure that our ability to respond is not impeded. In addition, Stringfellow Road is sometimes used by more distant stations who are responding with patients from the Centreville area to Fair Oaks Hospital.
  - One station asked if the project included future planning for traffic light preemption at the major signals as a part of the project design.
-

## **Fairfax County Public Schools**

### **Chantilly HS**

- The project will need to compensate for any loss of parking.
- The southern entrance should be widened to accommodate three lanes.
- Students who walk along Stringfellow will probably need to be bused due to hazards during construction.
- VDOT should provide safe pedestrian access during construction.

### **Rocky Run MS**

- Traffic data for the kiss & ride facility, and the bus loop, were provided for use by VDOT.
- A median break should be provided to allow left turning movements by school buses, as is presently the situation. Failure to provide for “left-in, left out” turning movements will require relocation & reconfiguration of the existing bus loop, kiss & ride, and parking areas.
- It is not clear how the existing pedestrians will be routed and whether a new crossing guard at a new location will be approved by the Police Department.
- Students may have to be permanently bused after the widening of Stringfellow Road.

### **General comments**

- FCPS requests landscaping, combined with a 6' black vinyl chain link fence, across the frontage of both Chantilly HS and Rocky Run MS.